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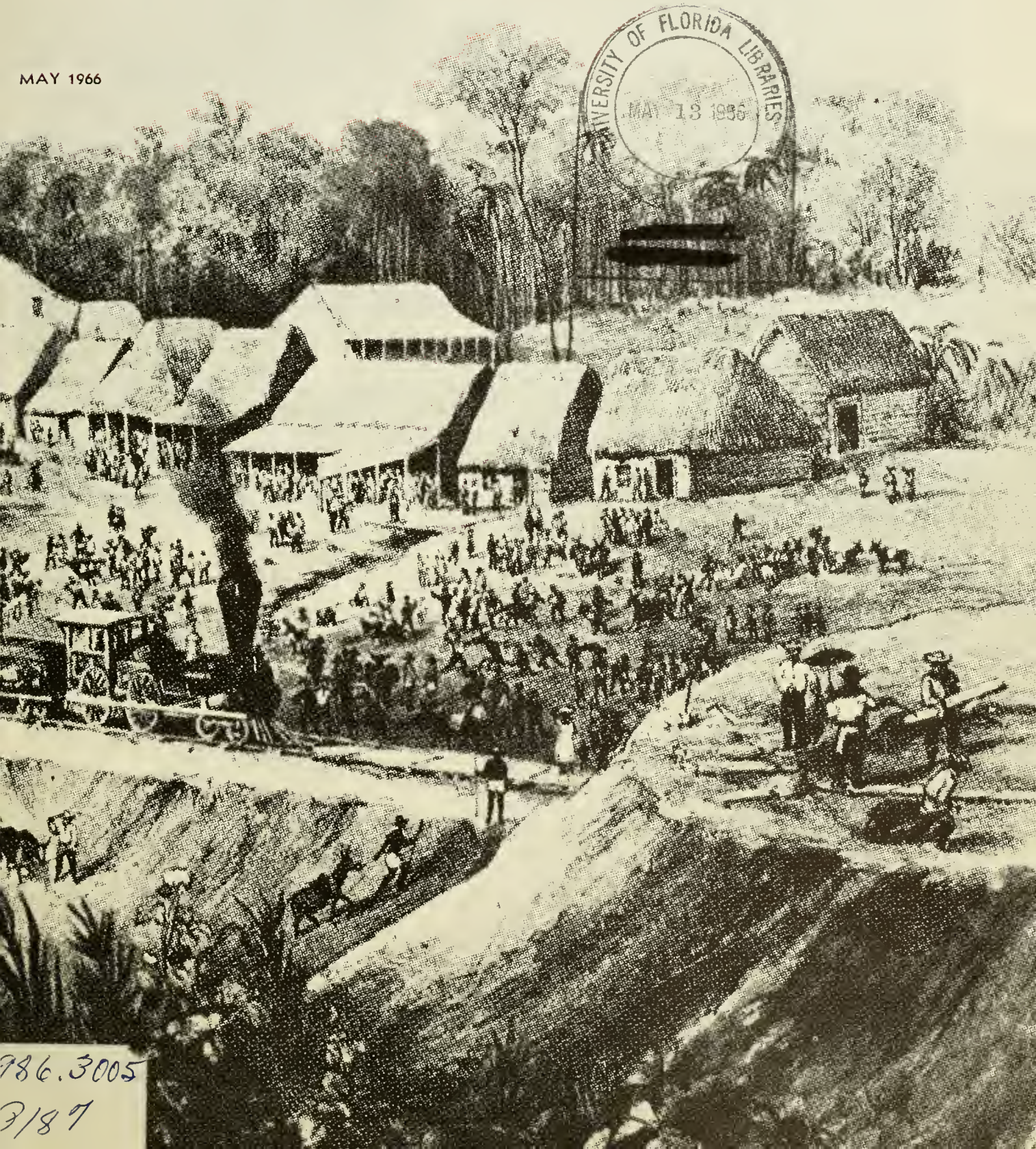
THE PANAMA CANAL REVIEW

MAY 1966

ON THE INSIDE:

Panama's Cattle Industry
Sport Parachuting
Preventive Medicine



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Panama Canal Information Officer

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About Our Cover

THE COVER ILLUSTRATION, "The View of Culebra or the Summit. The Terminus of the Panama Railroad in December, 1854," is based on a sketch by Dr. Fessenden Nott Otis, a surgeon in the service of the United States Mail Steamship Co. It was lithographed by C. Parsons and printed by Endicott & Co., New York, 1854. The lithograph was reproduced in 1965 by the Book Club of California which granted permission for its use in the Panama Canal Review.

The railroad, completed January 27, 1855, after almost 5 years of work, was operational as far Summit, at Culebra, when the sketch was made. At the right corner is part of the summit ridge, through which a path 1,300 feet long and 24 feet wide was blasted. This was about 10 miles from Panama City, its Pacific terminus.

Built at a cost of surely hundreds and possibly thousands of human lives and $8 million, the Panama Railroad extended less than 48 miles at its completion, yet during the first 15 years of its existence was highly prosperous. It was considered the first true transcontinental railroad. But its importance declined after May 1869, when the Union Pacific and Central Pacific met to form a transcontinental railroad even more convenient to North America.

The French purchased the Panama Railroad in the 1880's during their unsuccessful attempt to build the Canal and it was sold to the U.S. Government in 1904. Today, the railroad still serves as a vital link between the two most populous cities in the Republic of Panama—Panama City and Colon. But so does a heavily traveled highway.

On the inside of this issue is an illustrated article on the growing cattle industry of Panama. Another story introduces the reader to the delights of typical Panamanian foods, telling how they are prepared. Sporting enthusiasts will find photos and text, in two separate articles, highlighting the fine hunting in Panama and the relatively new sport of skydiving.

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Panama's Cattle Industry

Outstanding specimens of Brahman cattle are judged at fair in Ocu.

Outlook Good But Challenges Face Cattlemen

AN ECONOMIC mainstay today, Panama's cattle industry shows increasing promise as a key factor in the future prosperity of the Republic.

Roaming the ranges in the 9 provinces of Panama are more than 1 million head of cattle, and the number grows yearly. These animals not only indicate the growing standard of living in the country, but reflect an investment that assures a continuing improvement of that standard.

The picture of this industry is one of the problems that will challenge the cattleman, the investor, the research man, and the government official for many years. Still, improvements have been made in the difficult problem of raising cattle profitably and successfully in this tropical country, and each of these men can see progress in his phase of the industry.

A conservative estimate of the industry's worth is $180 million—cattle worth $65 million, land worth $100 million, and installations valued at $15 million. Ranches account for 6 million man-days of employment each year. That figures out to nearly 21,000 full-time workers, making the industry the nation's largest private industry employer and putting an estimated $10 million annually into the pockets of the men who do the work. Taken altogether, the industry accounts for about 7 percent of the gross national product. With increased productivity and efficiency, that percentage should show remarkable growth.

In the last complete census on the industry in 1961, there were 30,000 ranches in Panama. Of these, 202 were more than 500 hectares (a hectare is 2.2 acres), and would be considered a large ranch in Panama. Roughly, a large ranch is considered one that has more than 500 hectares and more than 500 head of cattle. The small ranch is 50 hectares or less, and 50 head or less. A hectare supports one animal, a situation that compares favorably with many countries.

One of the problems in raising beef cattle in a tropical climate is the heat. Another is keeping a year-round supply of feed for cattle. An important factor in combating the effects of heat on production is the introduction of the Brahman, or Cebu, an animal that flourishes in the tropical sun, grows to great size and is, generally, a durable breed. And there are experiments in the introduction of Santa Gertrudis, Charolais, and Angus in beef cattle and Brown Swiss and Holstein in milk.

One prime need in the industry is an increase in the quantity of milk cows, which now number about 150,000, and specialized dairy herds. There are only a few of these now. Most milk comes from beef herds, with milk herds and specialized breeding herds contributing to the total.

Milk processing plants that operate

(See p. 4)

Cattle Gives Paychecks to Thousands

(Continued from p. 3)

in Nata and Chiriqui have increased and stabilized the price of milk, but the price is still low when the costs of production are considered. The main problems in this area are diseases affecting reproduction, lack of adequate transportation, an irregular market, the low price, some inefficient feeding and management practices and—as already outlined—the need for more specialized milk operations. This specialization could easily bring efficiency and cost cutting, and could be a major influence on leveling market demand and bringing up prices paid to producers.

One factor sure to force an improvement in this area is the current need to import milk products. The specialized breeding herds, from which will come the quality to increase both production and profit, are already having an impact on the industry. Still there are not enough breeding farms to meet local demand. As the quality of breed and techniques to care for it grow, the quality of beef and the ensuing profits should follow. And, significantly, stock improvement is one of the brightest areas in the cattle business today in Panama.

Well cared for cattle get baths before beef show.

Research is one of the greatest needs. Compared to the importance of this industry, research is at a low level. The native beef animal feeds on grass, and, generally, pasture is of the unimproved variety. Proof of the value of experiments is the breed improvement involving Brahman, which has been crossed with native cattle. These animals reach earlier maturity and this means bigger animals sent to the market earlier for greater earnings. The average animal weighs about 950 pounds when marketed, and reaches this weight in 3 to 3½ years. There has been a mounting interest recently in feed lots that will shorten that fattening time.

Research is also needed in some disease areas. The main diseases affecting production now are brucellosis, tuberculosis, septicemia, and blackleg. Insects affecting cattle adversely in Panama are the worm fly, the torsalo, and tick, in addition to a variety of internal parasites.

Most of the problems facing the industry will yield to time, research, and the financial investment to back expansion and improvements. The financing is available, but often the individual cattleman must be brought to realize the value of recordkeeping and individual analysis that must be the basis of a decision to invest additional capital. Once he sees a complete picture of his operation, he can determine his future direction and need for more capital. This type of efficiency takes much of the guesswork out of ranching and points more clearly to the areas where his profit and growth lie. As education progresses in the Republic, this problem will become less prominent.

Research and education will be accompanied, it is hoped by cattlemen, by a greatly improved road system. The lack of good ranch-to-market roads in some areas has made it difficult for the small rancher. Often, he has to give up part in his profit to the high cost of transportation when his cattle are ready for market.

Panamanians eat more beef each year, but the per capita consumption is still low, at 40 pounds. Yet the world

Chow time for the herd.

demand for beef grows, and will be at high levels for many years to come. There is a shortage of beef over the world, both in Panama and other countries, and recent price increases mean the cattleman will have no marketing problems. In Panama, the price is stabilized by the Office of Price Control.

His problem, then, will be to keep his costs from climbing. Mechanization, which has been slow, probably will pick up momentum. This will be spurred by the recent increase in minimum wages and the dwindling supply of low cost labor. Some land is priced so that a cattleman cannot buy for a profitable operation. Today's cattleman who works hard and watches his operation closely can expect to realize profits of 12 to 15 percent on his investment.

Exporting cattle has been an up and down business. Yet, the overall pattern of exports has been rising. In 1954, the industry exported 2,726 head, and 7,361 were exported in 1964, with the total dropping to 4,000 in 1965, due to a severe drought. For home consumption, 120,000 head will be slaughtered this year, compared to 90,000 in 1958, and 117,000 in 1962.

Because of limited cold storage and other installations, packaging meat for export has been marginal. There are plans to build modern facilities in the Colon Free Zone, as a complement to the new abbatoir in David. There is also an abbatoir of considerable size in Panama City.

Ground beef is made into hamburger patties for consumer.

Workers in Panama City Abattoir carve up beef.

There is an export market. When production and facilities can meet a steady demand, Panama may find this area very lucrative.

One Panamanian expert on many phases of the cattle business, Luis H. Moreno, Jr., Chitre manager of the Chase Manhattan Bank, expresses an overriding faith in the future of the industry, but also sees its problems. He puts it this way: "There is no doubt that the future of the cattle industry is most promising. On one hand, our resources and environment lend themselves to intensive development of this most important industry. On the other hand, international production levels and markets offer magnificent prospects, particularly for a country like Panama, free of hoof and mouth disease

"What we need is to put into practice, as soon as possible, more efficient methods of production and administration by cattlemen. We also need more technical programs sponsored by the government."

But Mr. Moreno agrees that there is no disputing one solid fact: The cattle industry in Panama is firmly established as a national asset and is on the road to progress.

Mystery of Sargasso Sea Continues To Be Dilemma

NORTHEAST OF THE Panama Canal is a strange and mysterious region called the Sargasso Sea.

Many of the sleek, modern passenger ships and cargo vessels which transit the Panama Canal pass from the Caribbean Sea into this place so different from any on earth.

From this area, bound on one side by the swift moving Gulf Stream and roughly as large as the United States, have come tales of terror for sailing ships and in later years rumors of unexplained phenomena fully as fascinating as the recent reports of unidentified flying objects over parts of the United States.

Like those who chuckle at the UFO reports, modern ship captains and their crews take the legends of the Sargasso Sea with a large grain of salt.

Nevertheless, as do yarns of mermaids, the stories persist and such well known authorities as Rachel Carson in her book "The Sea Around Us" refers to its legendary terrors and to curious things that happen to fish that ride on sargassum weed into new homes there.

"The Sargasso is a place forgotten by the winds, deserted by the strong flow of waters that girdle it as with a river," she says. "Under the seldom-clouded skies, its waters grow warm and heavy with salt. Separated widely from coastal rivers and from polar ice, there is no inflow of fresh water to dilute its saltiness; the only influx is of saline water from the adjacent currents, especially from the Gulf Stream or North Atlantic Current as it crosses from America to Europe. And with the little inflowing streams of surface water come the plants and animals that for months or years have drifted in the Gulf Stream."

Stories about the Sargasso Sea began before the discovery of America. It is believed that the Phoenicians were acquainted with it and that before the beginning of the Christian era, there were references to the sea west of the Pillars of Hercules, certain parts of which were represented as being unnavigable because of seaweed.

According to H. A. Marmer, author of "The Sea," Columbus must be credited with its discovery and the first authentic notice of the presence of gulfweed in this region. He encountered gulfweed on his first voyage westward and also on his return journey.

Columbus records the occurrence in an accurate manner but his followers, from the decks of the small vessels of the day, viewed the patches of drifting weeds with apprehension and soon there were stories of widespreading meadows of thickly matted weed which seriously impeded the progress of vessels.

Marmer says the belief in the existence of great areas of thickly matted gulfweed in the Sargasso Sea has persisted to the present time but that it has been proven definitely that there are no islands of weeds miles in extent and nowhere is it so dense as to interfere with the movement of a ship—even the small vessels of Columbus' day.

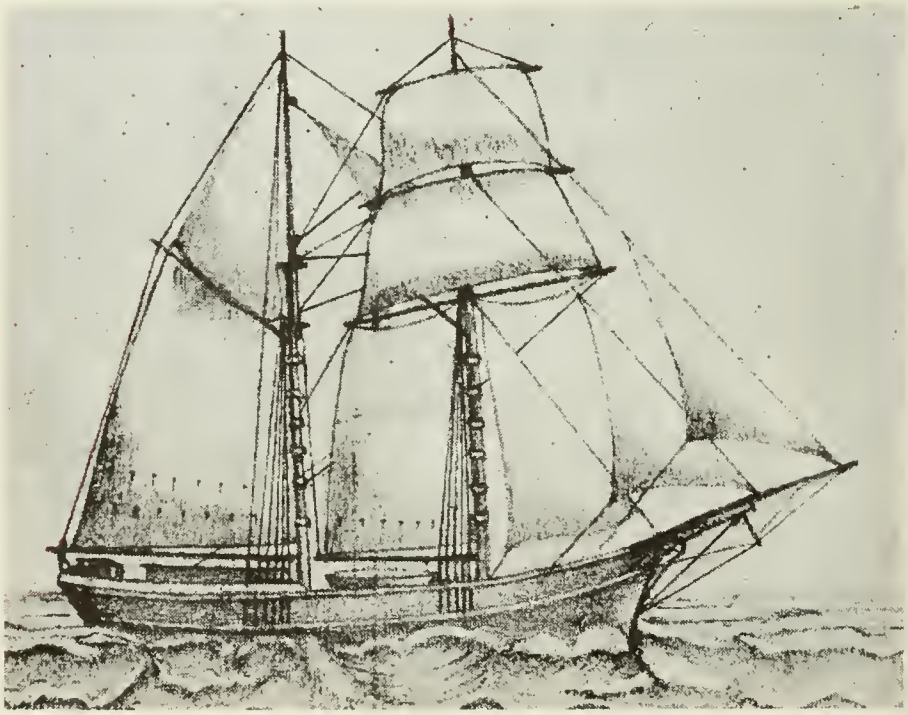
The tales of lost ships and those disappearing without a trace started soon after Columbus when the hazards of the sea were of greater concern because of lack of communication and few safety measures as we know them now. The Sargasso Sea may have been responsible when ships vanished but then any good sized storm at sea could transform wooden sailing ships into matchwood.

Of all the ships reported lost there, the only clue ever found was a single longboat from the schooner *Barbara Ann* which allegedly sank in April 1811 while on her way from Brazil to New York, according to an article on the Sargasso Sea appearing in a recent issue of "*Polaris*."

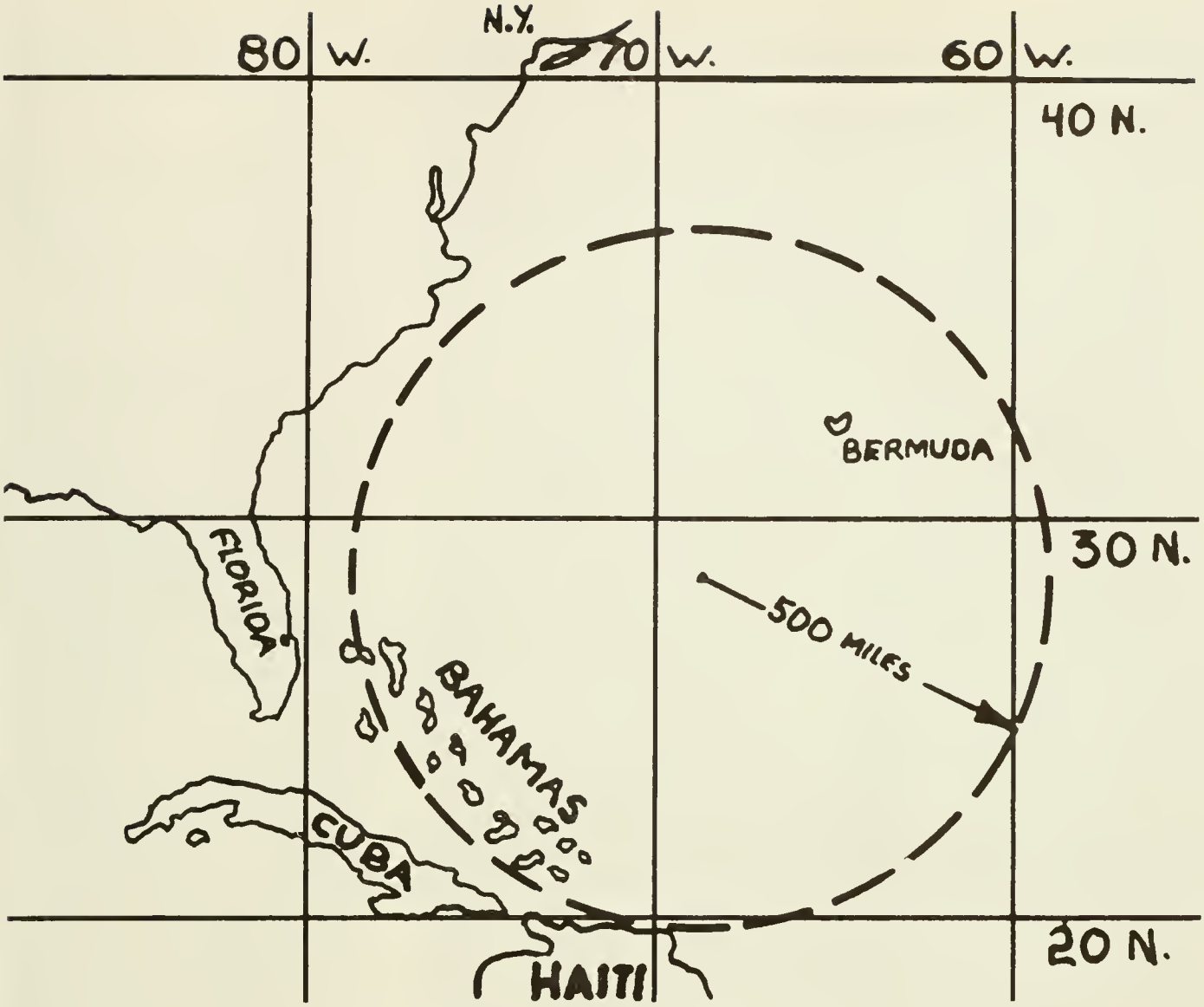
The longboat washed ashore 103 years later at Haiti. Within the boat were found an untapped keg of fresh water and 13 oars neatly secured in their stowed position. Everything about the boat was in perfect order as if it had been just lowered over the side and set adrift.

The article says that steel, steam, and the screw propeller did much for the safety of ships but it didn't seem to help when it came to the business of vanishing vessels and the Sargasso Sea.

"During the first thirty years of the 20th century two ships, one Japanese and one British, plus a Brazilian



The schooner Barbara Ann which is believed to have sunk in 1811 on her way from Brazil to New York. A longboat from the vessel was reported to have washed ashore at Haiti 103 years later containing the same neatly stowed gear as it would after just being lowered over the side.



The vast Sargasso Sea . . . a place forgotten by the winds.

naval vessel and an entire fishing fleet from the Bahamas disappeared within the vicinity of the Sargasso Sea," the articles says. "No plausible explanation such as storms or fires could be offered, and no distress signals were ever received."

The article cites as examples the disappearance in recent years of a number of other vessels in the Sargasso Sea area, including the most recent, the *Marine Sulphur Queen*, which vanished between Gulf ports and the U.S. east coast with a crew of 43.

But the biggest mystery of all, the writer says, occurred one day in the spring of 1949 when a whole flight of U.S. Navy aircraft was lost between West Palm Beach, Fla., and Grand Turk Island.

The incident, which has baffled civilian and military research teams, began shortly after noon on June 3, 1949, when a Navy flier, a veteran of World War II and an excellent navigator, was making a routine flight from the Naval Air Station at West Palm Beach to Grand Turk. It was a clear sunny day.

Everything was going according to schedule when a half-hour after takeoff the pilot radioed back to West Palm Beach saying that something was wrong. Everything, he said, looked hazy yellow and suddenly he didn't know where he was. Radar control gave his position but the pilot said he couldn't see anything. Then his radio clicked off and the blip of his plane on the radar screen faded out.

Five search planes were dispatched to the area immediately. They were in constant radar surveillance as they approached the spot where the first plane was last positioned. Then, with the same suddenness as before, all five search planes faded off the radar screen and all radio contact was lost.

Three more planes took off, and within a half-hour they too disappeared. No more were ordered out that day but the next day a search of the entire area was made without results. All persons connected with the incident were examined, questioned, and cross-examined. Radar sets and radios were checked, flight plans and personnel records scrutinized repeatedly. Nine planes and 13 men were missing and no one had an answer; and so far as is known today, there still is no answer.

It may be that in this age of space travel and television that man is still being outwitted by the vast and mysterious sea—and the Sargasso Sea in particular.

ANNIVERSARIES

(On the basis of total Federal Service)

40

MARINE BUREAU

Morris B. Lee
Messenger
Simon B. Smith
Motor Launch Captain
A. Sogandares
Supervisory Planner and Estimator

TRANSPORTATION AND TERMINALS BUREAU

Eric B. Johnson
Clerk
Arthur L. Frazer
Stevedore

HEALTH BUREAU

Lucas Morales
Exterminator

30

OFFICE OF THE GOVERNOR-PRESIDENT

John D. Hollen
Chief, Executive Planning Staff

ADMINISTRATIVE SERVICES DIVISION

Frank A. Chollar
Head, Photo-Lithographic Section

COMPTROLLER'S OFFICE

John C. Paige
Supervisory Cashier
Robert S. Bowen
Supervisory Auditor
William H. Devore
Staff Accountant

MARINE BUREAU

Rodolfo Becford
Helper Lock Operator
Arthur W. Brown
Helper Machinist (Marine)
Darnley S. Foster
Teletypist
Rufus H. Burnette
Lock Operator (Engineman—Hoisting and Portable)
Vincent E. King
Seaman
Joseph O. Thompson
Leader Linehandler (Deckhand Boatswain)
Charles Grenda
Signalman
C. T. Jackson, Jr.
Administrative Services Officer
Charles R. Lewis
Leader Painter
James N. Miller
Painter
Emanuel O. Modestín
Leader Maintenanceman (Rope and Wire Cable)
Martin S. Sawyer
Supervisory Marine Traffic Controller

SUPPLY AND COMMUNITY SERVICE BUREAU

Jack W. Clarke
General Foreman (Grounds)
Anna B. McKenzie
Sales Checker
Victoriano Ortega
Grounds Maintenanceman Equipment Operator (Small)

ENGINEERING AND CONSTRUCTION BUREAU

William J. Carson
Chief Foreman (Maintenance Shops)
Juan Rodríguez
Pipelayer
Eliodoro Torrez
Seaman
Vincent Gonzalez
Surveying Aid
Philip Joseph
Toolroom Mechanic
Fred Miller
Master, Towboat
Juan Rosales
Seaman
Fitz G. Small
Painter
Reuben Warren
Oiler (Floating Plant)
Noel I. Pilgrim
Furniture Repairman

TRANSPORTATION AND TERMINALS BUREAU

Carl H. Schmidt
Guard
Juan J. Barrera
Automotive Equipment Serviceman
Clifford N. Hewitt
Truck Driver
Ralph L. Davis
Yard Conductor
Joaquín De León
Helper, Liquid Fuels Wharfman
Elliot F. Whitaker
Cargo Checker

CIVIL AFFAIRS BUREAU

Stanford A. Levy
Swimming Pool Operator
H. C. Richards, Jr.
Police Lieutenant
Wilfred G. Earle
Leader Maintenanceman
Harvey G. Rhyne
Deputy Probation Officer

HEALTH BUREAU

Max W. Finley
Funeral Director
Doris V. Lyons
Nursing Assistant (Medicine and Surgery)
Carl T. Maynard
File Clerk

Bound for market is the produce grown by this Chiriqui farmer. Chiricanos are noted for their rugged individualism, their energy and friendly spirit. The Province of Chiriqui, situated about 300 miles from Panama City, produces much of the food for the Republic of Panama, particularly beef. Huge, luscious Boquete strawberries and the famed Boquete oranges are both raised in Chiriqui. Towering peaks and rich woodlands provide the area with outstanding scenic beauty. This photograph was taken near Cerro Punta.

Skydiving Is Not for Daredevils

Capt. Charles H. Fry prepares to exit from his aircraft for a free fall while M. Sgt. Richard Meadows checks his equipment. Both men were participating as members of the Army Atlantic Sport Parachute Club.

SPORT PARACHUTING, once associated with crackpots having suicidal tendencies, is steadily winning acceptance and with it a burgeoning flock of enthusiasts.

This transition to respectability began in Europe and slowly spread to the Americas where skydiving is now flourishing through military-affiliated and civilian sport parachuting clubs. There are two such organizations—both with official U.S. Army sanction, on the Isthmus of Panama—the Army Atlantic Sport Parachute Club and the Pan American Sport Parachute Club which makes its headquarters on the Pacific side.

Capt. Charles H. Fry, one of the sparkplugs in the Atlantic-side club, explained recently that the club's current membership of about 35 is smaller than at times in the past because of transfers. Some of the 150 parachutists the club trained are serving in Vietnam. Though most members are trained military parachutists, this is not a club requirement.

The Army Atlantic Sport Parachute Club, founded in 1961, has participated with its younger, Pacific-side brother in numerous exhibitions. Their most recent combined show was in April when they appeared at the annual Azuero fair, treating the people of that Panamanian town to an exciting aerial spectacle.

The Atlantic club has helped Latin American nations to start their own free fall programs and to expand existing programs. Members of the club performed in Chile, Nicaragua, and Brazil; in El Salvador they appeared before the President and U.S. Ambassador. The groups have given their services to clubs and to churches, at carnivals, and on holidays in David, Santiago, and other regions of Panama.

The Pan American Sport Parachute Club was organized in April 1964 to foster, encourage, and promote the participation of active duty military personnel in properly planned and supervised free fall competitive parachute jumping. It is open to all active duty members of the armed services in the Canal Zone and currently has 23 active members.

Club president Maj. James A. Skinner says his group has participated in more than 1,100 jumps without a single serious injury or accident. The Atlantic-side club also has an excellent safety record. The Pan American Sport Parachute Club participates in civic action programs under sponsorship of U.S. Army Southern Command. Parachute free fall jumps are carried out both in the Canal Zone and the Republic of Panama. Ground demonstrations with lectures in both English and Spanish round out the program.

Free fall demonstrations include jumps at different altitudes and delayed parachute openings while maneuvering with colored smoke to mark their descent. The ground demonstration consists of an orientation that covers all phases of sport parachuting.

Paramount in the minds of the non-skydiver is the risk involved. What are the mortality or accident rates? A veteran sport parachutist compares the dangers with those of rollerskating. This may be somewhat imprecise but statistics do reinforce this argument.

One recent report of accident comparisons showed that other sports had many more fatalities. For example, the Swiss Alpine Club reported more than 1,100 died mountaineering in one 16-year period; football causes about 15 deaths a year; boxing, about 7. The Parachute Club of America reports that in 1960, during 60,000 sport jumps, there were only 3 deaths. Of these, one did not pull the ripcord, one pulled it too late, and one drowned.

Contrary to what unknowledgeable critics may argue, the object is not to see who can survive the lowest openings. Local club rules, regulations of the PCA and those laid down for national and world competition place heavy stress on

(See p. 10)

Student Chutist Gets Long Training Course

Members of the Army Atlantic Sport Parachute Club descend after a mass exit during exhibition at Ocu Fair earlier this year.

(Continued from p. 9)

safety procedures and equipment. Violators must comply or find themselves persona non grata with other skydivers. Infractions by individuals can cost entire teams lost points, even make the difference between victory and defeat in a championship contest.

Considerable preparations must be completed before a student makes his first jump. Bailing out of an aircraft thousands of feet up provides thrills that must be earned—and learned. The prospective skydiver has to pass a rigid physical examination by a physician who pays particular attention to signs of heart conditions or history of blackouts.

Once this is passed, the student is given ground training on safety and emergency procedures. He learns the basic stabilization position used while drifting through space, stomach to earth with back arched and arms and legs extended. Acrobatics come later.

The student learns to pack a parachute efficiently and neatly within 30 minutes and is graded by an instructor on step-by-step procedures. Reserve chutes are worn by both beginners and experienced parachutists.

Instructions on landing, another much misunderstood topic, show the novice how to distribute the landing shock over five points of the body: balls of the feet; calf; thigh; buttocks; and push-up muscle in the back, which is the reason for so many push-up exercises in airborne training.

Landing is one of the few characteristics common to military and sport parachuting. Design of parachutes differs; the methods of exit from the aircraft and the descent differ, too, but landing is the same for all parachutists. Experts compare the shock of landing to jumping from a height of 3 or 4 feet, not 10 or 15 as laymen sometimes believe. For if this were the case, there would

Final safety checks are made on Sgt. Charles Paradise, of the Pan American Sport Parachute Club, by Jumpmaster Capt. John Lewis before the start of an exhibition at Bocas del Toro. Youngsters watch proceedings.

Capt. John Lewis lands on target at Bocas del Toro exhibition.

be many broken bones and few sport parachutists, indeed.

After preliminary training, which includes going along on a flight to observe jumps, the student is ready for his first and probably his most memorable leap into space. He does not pull the ripcord; it is opened by a static line anchored to the inside of the aircraft. It automatically opens the chute pack, releasing the small pilot chute which, in turn, pulls a sleeve that reduces the shock of the canopy opening that follows.

During the fourth and fifth jumps, the student simulates pulling the ripcord and he learns to keep his body in a rigid position without tumbling. After a series of static line jumps, he graduates to 5-second delays during which he pulls the ripcord manually after counting 1001 . . . 1002 . . . for the 5-second free fall.

Successful completion of the 5-second delays while maintaining proper body position qualifies him for the next level, 10-second delays. After this series comes the 15-second delay when strange, wonderful things begin to happen. Normally, below an altitude of 7,500 feet, a person will fall 16 feet the first second and accelerate up to terminal speed of 174 feet per second or about 120 miles per hour. This velocity is reached in 12 seconds but for 7,500 feet and higher altitudes the terminal speed is greater yet. The student progresses in steps of 5-second delays until he eventually is jumping from an aircraft and free falling for 60 seconds before opening his parachute. This means he will fall about 10,000 feet.

Captain Fry points out that upon reaching terminal speed, the sensation of falling decreases and "you almost feel a part of the atmosphere." This may be the answer to why skydivers love the sport but frequently cannot put their feelings into words.

When the student completes 25 free falls, he qualifies as a class "B" parachutist. This means he can serve as a jumpmaster for himself and others, directing where jumps are to be made to approach the target.

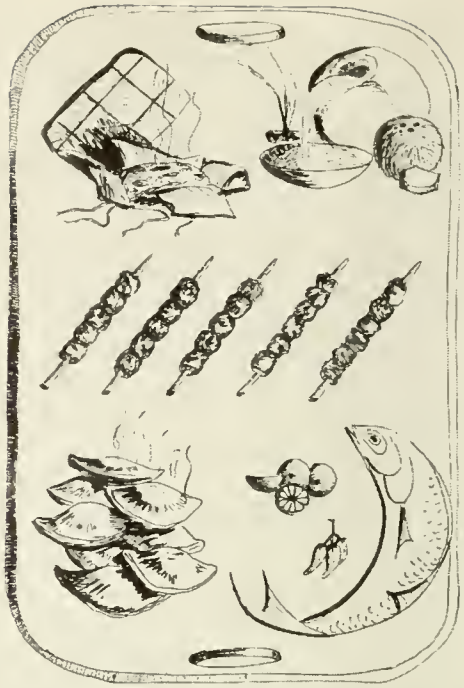
Also he has learned to use various body positions, particularly his arms and legs, to regulate the speed and direction of descent. By extending an arm and tucking the other against the side, he makes a turn and by reversing the limbs, he makes an opposite turn.

Most thrilling of all maneuvers to some parachutists is the technique of tracking: manipulating your body to

(See p. 22)

Captain Fry gathers up chute after landing in field.

Panamanian Dishes Tingle Taste Buds



ROPA VIEJA literally means old clothes in Spanish but to Panamanians and admirers of their culinary creations, it means something much more pleasing.

So does sopa borracha, or drunken soup.

The former is a tasty meat dish made of shredded beef that has been boiled and cooled, then mixed with fried onions, garlic, tomatoes, and green peppers and simmered for about 20 minutes. It's usually served with white rice, baked plantain or fried yucca, a starch root cooked as a vegetable.

Sopa borracha is a rich sponge cake soaked in rum and garnished with rasins and prunes after they have been marinated in sherry.

Available to the gourmet is a mouthwatering array of Panamanian dishes. Some have been borrowed from other lands and given a new touch setting them apart from the original preparations. Others are as distinctly Panamanian as the colorful polleras worn by women here on festive occasions.

Panama's favorable geographic position of having access to two oceans gives seafood deserved prominence in this nation's eating habits. Superb fish, tender lobster, and immense shrimp are among the more highly regarded sea delicacies.

And probably the most well-known Panamanian dish is the piquant seviche, usually made with corbina, seasoned with tiny red and yellow peppers, paper thin sliced onions and marinated overnight in lemon juice. When corbina is not available, most any good quality white fish may be substituted and shrimp or sea scallops can also be used. But this dish is served very hot so don't order it in a restaurant unless you enjoy food with a bite.

A dish with a more universal appeal is Panama's traditional soup, sancocho. A meal in itself, sancocho is made from a large stewing chicken, plus yucca, name (dasheen), otoe (a local root), cut-up corn on the cob, plantain, potatoes, onions, flavored with salt and pepper and a leaf or two of fragant coriander, an herb used frequently in Panamanian cooking. This lusty favorite is found in the nation's most elegant salons as well as the humble woodburning kitchens of the interior.

Another luscious preparation is arroz con coco y titi, rice with coconut and tiny dried shrimp. The rice is fried in coconut oil (made by cooking down the coconut milk) until it is light golden color, then coconut water is added with shrimp, salt and a little sugar. It is broiled briskly until the liquid has dried up, the pot is covered and cooked over a very slow heat until done. Plain coconut rice is also delicious.

Ranking high on the list of Panama's

(See p. 15)

The batea full of typical Panamanian goodies offered by the comely miss includes tamalitos, wrapped in tender young banana leaves; empanadas, made of crispy corn meal crust and juicy meat filling; skewered barbecued meat; and buñuelos.

Preventive Work Is Big Role of Health Bureau

THE CANAL ZONE Division of Preventive Medicine and Quarantine is of fairly recent origin. But the preventive medicine work of the Health Bureau has involved a history of demanding tasks that can be traced to Canal construction days and to the now famous labors of Dr. W. C. Gorgas.

The Canal Zone was free of epidemic disease during 1965 and no quarantine disease was reported, despite heavy shipping volume that passed through the Canal involving 12,907 vessels and more than a half million people. These are among the major accomplishments of this vital division of the Canal organization's Health Bureau.

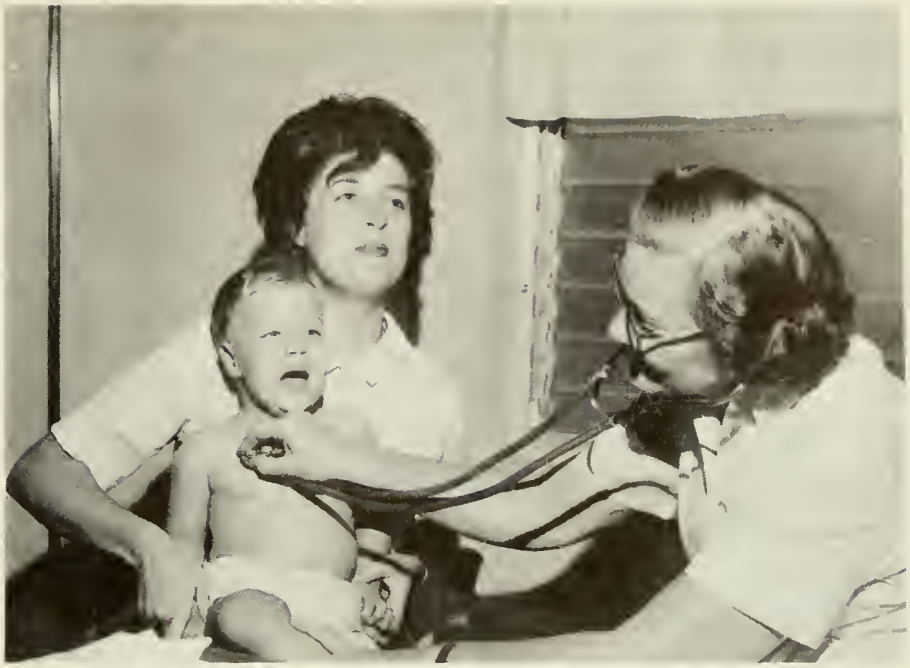
The principal objectives of the Preventive Medicine and Quarantine Division are threefold: prevent disease and safeguard health of the Canal Zone community; promote and maintain the health and thereby the efficiency of the Canal organization employees; and prevent the introduction of non-indigenous disease in the Canal Zone through maritime and aircraft quarantine.

It programs and administers public health measures to prevent disease and safeguard the health of approximately 100,000 persons eligible for medical care in the Canal Zone medical facilities.

Functions of the division are carried on through three separate branches: the Industrial Health Branch; the Community Health Branch; and the Quarantine Branch.

Organized in 1962, the Industrial Health Branch is primarily concerned with people who work for the Canal organization and provides physical examinations for prospective employees to select the best physically qualified persons for employment. It investigates occupational disease and injury, recommending control measures to provide a safe and healthful working environment. It counsels employees and management to assist in dealing constructively with work-related health problems.

Under the Community Health Branch come the duties of providing infant, preschool and school child health surveillance, conducting immunization programs and giving first aid, nursing care, home nursing, education of the public in health matters, and medical coverage at school athletic events.



Well baby clinics function in all six Community Health Centers. Scheduled visits are made by Dr. Mary V. Graham, right, Chief of the Community Health Branch, to examine children 18 months of age and younger.

Members of this branch advise parents, teachers, students, and others concerned regarding child health. They also conduct sight and hearing surveys, chest X-rays, dental surveys and physical examinations in the school as case finding procedures.

The responsibility of the Quarantine Branch is to prevent the dissemination of communicable disease and its introduction into the Canal Zone from maritime shipping. Particular effort is devoted to assuring that smallpox, yellow

(See p. 15)

All in the day's work. An on-the-job accident injury is cared for by the nurse at the Community Health Center, Balboa.

Division of Preventive Medicine

One way to test an exhaust system involves a bit of smoke. William T. Marr, chief of the Industrial Hygiene Section, gets an instant reading.

Marr tests for toxic chemicals as Panama Canal paint shop employee continues his job. It is Marr's responsibility to look into working conditions related to potentially harmful materials.

Tables are turned on Dr. Graham as young lady listens for a heartbeat.

Prevention

(Continued from p. 13)

fever, cholera, plague, typhus, and relapsing fever and their vectors (carriers) are not brought into the Canal Zone or adjacent areas by arriving vessels and aircraft. Personnel of this branch also maintain an alert for occurrence of disease within the Canal Zone so that appropriate action may be taken to avoid spread.

The Preventive Medicine Division, as it is known today, is relatively new, though this type of work dates back to more than half a century. In 1955, when the U.S. Army hospital ceased operation, all the activities except the well baby clinic and school health nurse were consolidated in Canal Zone hospitals.

Four years later, the various public health activities were transferred from the Canal Zone hospitals to the present division. When the quarantine activities of the Public Health Service were also turned over to the division it became known as the Division of Preventive Medicine and Quarantine.

A staff of 46, which includes six doctors and 22 nurses, now handles all aspects of preventive medicine and public health, health education and health counseling, except for those activities which are the responsibility of the Division of Sanitation and Veterinary Medicine.

At the six Canal Zone Health Centers, more than 60,000 immunizations were given the past year. During the same period, 1,376 well babies made their first visit to these centers.

The Public Health Nurses' home visiting service extends to all eligible Panama Canal employees who live in the Canal Zone, except those residing in military bases. A visit is paid to all first born babies when they go home from the hospital, and before the mother brings her child for a first visit to the well-baby clinic.

Heading the Division of Preventive Medicine and Quarantine is Dr. Sidney B. Clark. Other members of his staff include: Dr. Mary V. Graham, Chief of the Community Health Branch; Dr. Donald H. Robinson, Chief, Industrial Health Branch; Dr. Andries de Boer, Epidemiologist and Quarantine Officer in Charge in Balboa; Dr. Bernard Levin, Chief Quarantine Branch; William T. Marr, Industrial Hygienist; and Miss Suzanne Tooke, Public Health Nursing Supervisor.

School Health Programs are carried out in all Canal Zone schools. Mrs. C. S. Skeie is shown taking blood pressure in her office at Balboa High School.

Seafoods Rate Highly In Panamanian Dishes

(Continued from p. 12)

bocas or hors d'oeuvre is the carimanola, a croquette type delicacy made of cooked mashed yucca, wrapped around a savory filling of chopped seasoned fried pork, then fried a golden brown.

Corn, one of the leading crops of Panama, is eaten in various forms, depending on the season. Masa, or corn balls—a corn meal mush—is sold in markets for making tamales and for serving as a basis for many other dishes. The tasty tamales are made of masa filled with cooked chicken or pork, olives and prunes, then wrapped in a banana leaf, tied with a string and heated in boiling water.

Masa is used also for making empanadas, the toothsome meat tarts that are fried to a crisp and eaten as spicily hot as you like. Crumbled native white cheese may be added to masa to make corn fritters.

Plantain, used as a vegetable, is a staple at the typical midday and evening meals. It may be prepared in a variety of ways—fried, baked, added as a filler to stews, and even as a dumpling. Chips are made from the very green plantain and are used with a cocktail spread like a potato chip.

Ripe plantains are baked in butter, cinnamon and brown sugar, or sliced and fried. Either way they are a delight to the taste buds. A fine dessert is made from green plantain flour and served with coconut cream.

Other typical desserts are arroz con cocoa, chocolate rice pudding; bunuelos de viento, a puffy fried fritter served with syrup; sopa de gloria, or glory soup, is sponge cake soaked in cooked cream mixture with rum added; guanabana ice cream is made from the sweet, ripe soursop, a popular tropical fruit with juicy flesh.

Refreshing drinks are made from such Panamanian fruits as nance, tamarindo, naranjilla, and papaya. Once having tasted them, even the most disciplined calorie counter finds it difficult to turn away jellies and jams made from mangoes, guayaba, papaya, oranges, and other local fruit.

PRINCIPAL COMMODITIES SHIPPED THROUGH THE CANAL

(All cargo figures in long tons)

Pacific to Atlantic

Commodity	Third quarter, fiscal year—		
	1966	1965	Average 1951-55
Ores, various	1,494,732	1,812,479	961,032
Lumber	1,251,227	1,222,996	868,628
Petroleum and products (excludes asphalt)	271,919	368,871	249,439
Wheat	544,083	504,458	508,144
Sugar	522,177	411,619	233,804
Canned food products	184,637	207,011	304,637
Nitrate of soda	201,231	220,038	360,514
Barley	346,927	109,970	25,235
Bananas	339,127	311,396	192,445
Metals, various	295,591	299,433	162,399
Food products in refrigeration (except fresh fruit)	293,646	288,598	163,265
Pulpwood	173,451	136,810	48,257
Fishmeal	399,164	457,226	--------
Iron and steel manufactures	608,126	507,925	60,502
Oilseeds and products	141,576	142,296	26,259
All others	1,925,807	1,723,965	744,782
Total	8,993,421	8,725,091	4,909,342

Atlantic to Pacific

Commodity	Third quarter, fiscal year—		
	1966	1965	Average 1951-55
Petroleum and products (excludes asphalt)	3,690,798	3,727,982	968,731
Coal and coke	1,906,901	1,690,666	676,946
Phosphates	1,070,031	671,412	195,587
Soybeans	520,678	332,433	134,079
Iron and steel manufactures	514,254	347,808	420,153
Corn	513,259	549,955	19,077
Ores, various	346,781	265,548	27,416
Metal (scrap)	253,065	218,893	16,632
Sorghum	186,220	--------	--------
Chemicals, unclassified	181,205	176,275	41,822
Wheat	169,915	141,399	16,947
Sugar	166,222	148,872	101,508
Sulphur	148,720	104,258	82,173
Rice	124,558	39,374	45,737
Automobiles and accessories	119,898	86,820	70,660
All others	1,750,912	1,308,665	1,224,703
Total	11,663,417	9,810,360	4,042,171

CANAL TRANSITS — COMMERCIAL AND U.S. GOVERNMENT

	Third quarter, fiscal year—				
	1966			1965	Avg. No. Transits 1951-55
	Atlantic to Pacific	Pacific to Atlantic	Total	Total	Total
Commercial vessels:					
Oceangoing	1,497	1,460	2,957	2,824	1,773
Small *	84	49	133	124	284
Total commercial	1,581	1,509	3,090	2,948	2,057
U.S. Government vessels: **					
Oceangoing	108	54	162	62	151
Small *	14	12	26	18	71
Total, commercial and U.S. Government	1,703	1,575	3,278	3,028	2,279

* Vessels under 300 net tons or 500 displacement tons.

** Vessels on which tolls are credited. Prior to July 1, 1951, Government-operated ships transited free.

Clear-Cut Traffic Increases

MORE THAN one-third of all traffic through the Panama Canal falls into the clear-Cut group, a designation relating to the narrow portion of Gaillard Cut.

Clear-Cut is the category certain type ships are placed into before passage through the Canal. Because of the large size, poor maneuvering characteristics or volatile cargo such as gasoline, they are not allowed to meet other vessels while moving through Gaillard Cut.

Full clear-Cuts are vessels which must pass through the entire 8-mile Cut without meeting oncoming traffic; partial clear-Cuts are those that may meet and pass other ships in the 5 miles of the Cut widened to 500 feet before May 1963 but which must go it alone when transiting the unwidened 3 miles of Gaillard Cut still only 300 feet wide.

Another class of ships, because of special handling required, must make their transits during daylight hours.

The partial widening of the Cut has allowed many ships which transited previously as full clear-Cuts to be changed to partial clear-Cut category, thereby reducing delays and keeping traffic flowing at a much faster pace.

The unwidened Cut automatically makes a third of the traffic partial clear-Cuts; all ships moving through Gaillard Cut during hours of darkness do so as partial clear-Cuts.

The size of ships, a key factor in Canal traffic, is increasing. For example, in 1951 only eight ships with beams of greater than 80 feet transited the Canal. This number grew

to 139 in 1956, 507 in 1961, and 849 last year. The 1966 will be even larger.

The increase in the sizes of vessels has been reflected also in the growth in the number of clear-Cut ships—from 2,074 in 1964 to 2,312 last year while total traffic expanded only slightly. These figures do not take into account vessels that transited as partial clear-Cuts solely because they were scheduled to transit the 300-foot-wide Cut at night.

In 1957, when an official projection was made, Canal experts did not expect more than 4 clear-Cuts per day in the 1970's and currently there is an average of more than 7 per day with a 1-day high of 13.

If Gaillard Cut had not been widened to the present 500 feet, a much higher percentage of the traffic would be in the full clear-Cut category and customers would not be enjoying the smooth running operation that now exists.

And without the widening of the Cut, ships would be spending an estimated 25 hours in Canal waters before clearing from the opposite entrance instead of the average 13-14 hours they now spend. Based on an average of $100 an hour in a ship's operating costs, this time reduction is saving shippers some $15 million per year.

An earlier contribution to the time saving was the installation of round-the-clock operation of the Atlantic Locks in 1963.

CANAL COMMERCIAL TRAFFIC BY NATIONALITY OF VESSELS

Nationality	Third quarter, fiscal year— 1966 Number of transits	1966 Tons of cargo	1965 Number of transits	1965 Tons of cargo	1951-55 Average number transits	1951-55 Average tons of cargo
Belgian	21	38,227	12	17,653	2	2,716
British	372	2,543,278	338	2,233,505	323	1,936,872
Chilean	32	221,004	21	144,136	17	85,011
Chinese (Nat.)	28	204,804	22	161,937	6	54,599
Colombian	52	103,611	53	86,194	35	37,708
Danish	86	447,791	62	281,509	57	224,852
Finnish	13	52,723	5	39,967	1	7,140
French	62	268,915	39	170,362	35	163,469
German	314	1,052,509	313	910,380	54	109,721
Greek	105	989,805	143	1,449,815	29	253,278
Honduran	31	17,277	61	33,195	97	130,876
Israeli	30	131,735	12	97,945	------	------
Italian	50	328,302	43	300,004	32	182,089
Japanese	167	1,240,324	174	1,010,615	69	470,531
Liberian	304	4,111,596	297	3,567,833	48	300,445
Netherlands	156	854,160	139	525,162	30	151,379
Nicaraguan	19	23,068	9	13,419	6	6,551
Norwegian	372	3,638,447	361	3,330,001	203	833,741
Panamanian	133	656,117	127	495,819	116	665,039
Peruvian	24	103,481	31	136,439	4	9,135
Philippine	22	119,070	20	79,168	5	33,662
Swedish	93	553,332	92	654,715	46	198,424
Swiss	16	12,705	21	17,764	2	11,789
United States	387	2,436,643	356	2,252,501	498	3,088,092
All Others	68	507,914	73	525,413	58	106,273
Total	2,957	20,656,838	2,824	18,535,451	1,773	9,063,392

MONTHLY COMMERCIAL TRAFFIC AND TOLLS

Vessels of 300 tons net or over
(Fiscal years)

Month	Transits 1966	Transits 1965	Transits Avg. No. Transits 1951-55	Gross tolls* (In thousands of dollars) 1966	Gross tolls* 1965	Gross tolls* Average Tolls 1951-55
July	993	1,004	557	5,604	5,313	2,432
August	983	1,004	554	5.487	5,497	2,403
September	977	970	570	5,456	5,339	2,431
October	1,034	1,018	607	6,069	5,484	2,559
November	990	988	568	5,878	5,435	2,361
December	949	1,021	599	5,614	5,641	2,545
January	1,001	921	580	5,903	4,981	2,444
February	896	819	559	5,239	4,523	2,349
March	1,060	1,084	632	6,044	6,231	2,657
April						
May						
June						
Total, 9 months	8,883	8,829	5,226	51,294	48,444	22,181

* Before deduction of any operating expenses.

TRAFFIC MOVEMENT OVER MAIN TRADE ROUTES

The following table shows the number of transits of large, commercial vessels (300 net tons or over) segregated into 8 main trade routes:

Trade routes	Third quarter, fiscal year— 1966	1965	Avg. No. Transits 1951-55
United States Intercoastal	126	106	146
East coast of United States and South America	455	464	445
East coast of United States and Central America	135	149	129
East coast of United States and Far East	551	476	261
United States/Canada east coast and Australasia	101	77	48
Europe and west coast of United States/Canada	284	271	193
Europe and South America	382	333	123
Europe and Australasia	114	114	95
All other routes	809	834	333
Total traffic	2,957	2,824	1,773

CANAL HISTORY

50 Years Ago

AFTER BEING closed to traffic for 7 months, the Panama Canal was reopened April 15, 1916, to traffic. On that day 15 ships made the transit from ocean to ocean. The Canal had been closed by a slide in Gaillard Cut in September 1915, approximately a year after the waterway was formally opened to traffic.

The closing of the Canal was not the only problem facing the early Canal officials. There was considerable cargo congestion on the Canal Zone piers due to the withdrawal of ships on regular schedules and because of World War I which the United States had not yet entered. The Panama Railroad steamers were the only ones accepting cargo for New York from the Canal on a regular schedule.

The Panama Canal Record noted that the new building for Colon Hospital was turned over to the Canal Zone Health Department in April and that in June the first of the new hospital buildings at Ancon were to be ready for occupancy. The new ice making and cold storage plant at Balboa was to be ready for use in May and the Ancon Laundry, bachelor quarters in Ancon, the office building at the Pacific terminus of the Canal and the office building at the Cristobal coaling plant were being completed.

25 Years Ago

WHILE DEFENSE installations in the Canal Zone were being reinforced because of the war in Europe, 25 years ago, Panama announced that an agreement had been made to grant to the United States the use of lands for aircraft and anti-aircraft bases outside of the Canal Zone for the defense of the Panama Canal. Washington announced that work would begin immediately on the defense base sites and that $11 million had been included in the deficiency appropriations bill for defense work.

World War II and the strained relations between the United States and Italy was brought close to home for Isthmian residents March 30, 1941, when control of the Italian luxury liner *Conte Biancamano*, which had been tied up for some time in Cristobal, was taken over in a surprise move by the U.S. Government acting on orders from Washington. Five carloads of U.S. soldiers from Canal Zone Army posts on the Atlantic side and sailors from Coco Solo boarded the big liner while the U.S. Navy minesweeper *Mallard* moved alongside the ship. The action was made simultaneously with a similar takeover of 26 Italian ships tied up in 13 ports in the United States. Approximately 500 Italian officers and crew and a few passengers were sent to New York later aboard a U.S. Army transport and delivered to the immigration authorities.

Work was started April 1, 1941, on the construction of the Transisthmian Highway by the Public Roads Administration. An announcement was made in March that local labor would be given every opportunity for employment in all positions in the construction project.

10 Years Ago

THE RESIDENTS of South Margarita were the first residents of the Canal Zone to have their electrical equipment converted to use 60-cycle power as a result of the Panama Canal Company's power conversion project. Under the schedule submitted by the Sachse Electrical Co. for the Atlantic area conversion, the program was initiated April 1, 1956, in the group of houses in South Margarita and scheduled for completion August 15. Bids on power conversion on the Pacific side were being opened at Balboa Heights.

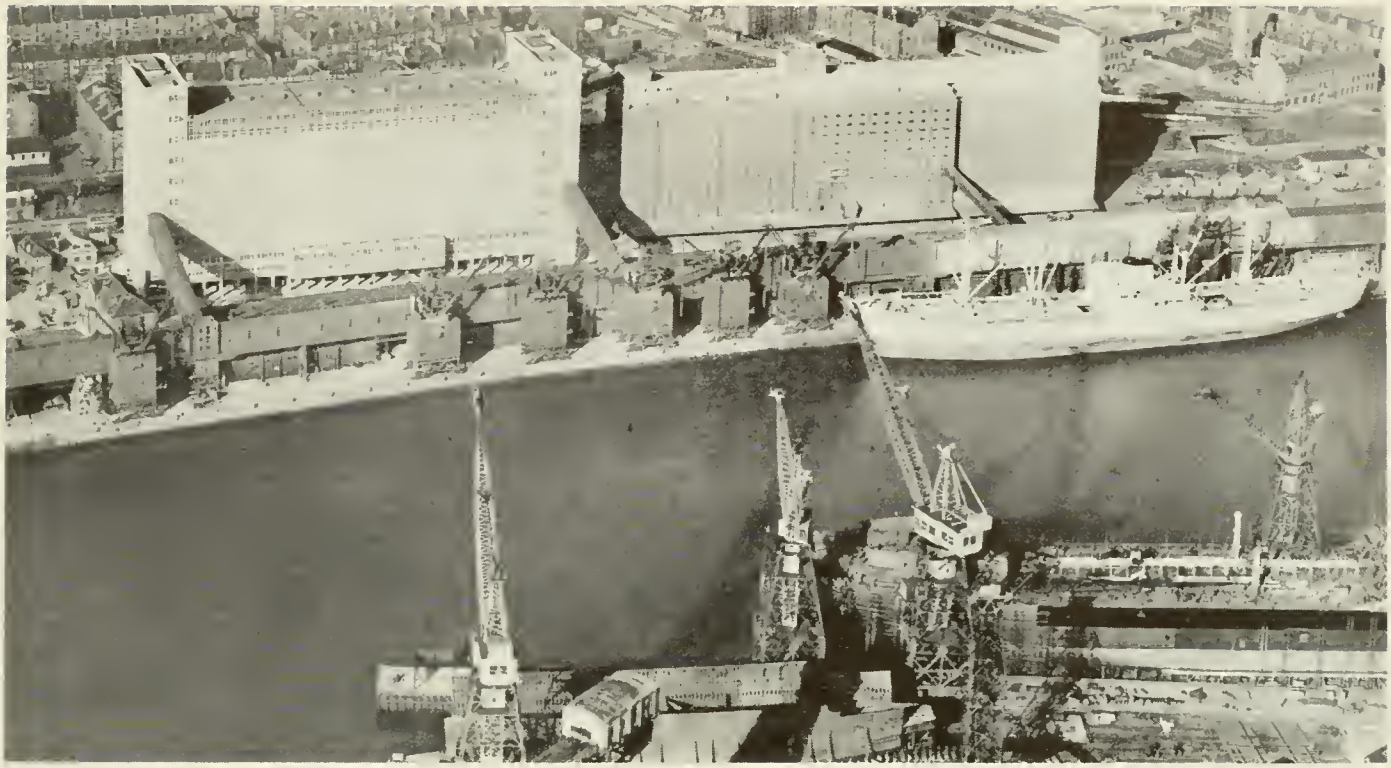
Television was another first in the Canal Zone 10 years ago. Installation of television sets in Canal Zone homes began following an announcement that the Armed Forces station would begin regular telecast programs soon. It was announced that applications for the installation of antenna systems on houses under the jurisdiction of the Canal Zone Government could be obtained from the housing office.

There was a change in two of the top level positions of the Canal organization. Gov. John S. Seybold was preparing to leave the Canal Zone after 4 years as Canal Zone Governor and Paul M. Runnestrand was appointed the Zone's new Executive Secretary to succeed Eugene Lombard who was retired. He became the fourth person to hold this office in the Canal organization.

One Year Ago

THE NEW Gorgas Hospital annex, the highest and newest building in the Canal Zone, was completed and placed in service last March. The handsome new building is built on what was formerly a parking lot near the Gorgas Hospital complex. It is on a par with the most modern structural standards of similar institutions in the United States and its completion resulted in the revamping of the entire hospital plant.

A new traffic record was chalked up for the Panama Canal last March despite the fact that Pedro Miguel Locks was on a one-lane operation due to regular overhaul and repairs to the locks floor. A total of 1,120 ships of more than 300 Panama Canal net tons made the journey from ocean to ocean and the daily traffic average rose to a record 36.1 ships. Of the ships transiting during the month, 209 were ships of a size and type which made it necessary to send them through Gaillard Cut with a clear-cut preference, many with the assistance of a tug.



Meadowside Granary where ship is moored has a storage space for 96,000 tons of grain. The Clyde Navigation Trust owns and administers the port of Glasgow.

World Ports

Glasgow Is Maritime City

THE PORT of Glasgow, a world port in every sense of the term, serves as a valuable companion enterprise to the city's most famous and largest industry—shipbuilding.

Situated on the River Clyde, the port of Glasgow has a vast array of facilities constituting its tremendous importance to international shipping. And it serves as the distribution center for industrial Scotland, northern England and the north of Ireland.

The port is owned and administered by the Clyde Navigation Trust which sees to it that rates and charges compare favorably with other leading ports.

Most voluminous in the way of imports are grain and flour, leather, tobacco, timber, oil, iron ore, bacon, and other foodstuffs while the leading exports are cotton, jute, linen goods, yarn, coal, machinery, and spirits.

Accommodations are sufficiently varied to handle an enormous variety of operations. In a normal year, traffic handled at the port of Glasgow exceeds 14 million tons of shipping and 7 million tons of goods.

There are five commercial docks and three graving docks, the longest being 880 feet by 83 feet wide and 26½ feet deep on sill at ordinary high water. Also there are spacious riverside wharves and quays. Both quays and docks are open to the tide which has an average spring range of 12 feet and ship-to-shore telephone service is available at many berths.

For use by visiting ships there are more than 160 cranes, mostly electrically operated, ranging in capacity upwards to 170 tons and a self-propelled floating crane with a 60-ton capability.

A granary at Meadowside Quay affords storage for 96,000 tons of grain while sheds adjoining the quay can handle 15,000 tons more. Grain may be delivered in bulk or in bags direct to road vehicles or railway wagons, and by band-conveyors to small vessels or lighters Nine ship-discharging appliances in three berths in front of the granary together can move grain at an average rate of 1,000 tons per hour. This makes Glagow one of the fastest grain-handling ports—ship to granary—in the United Kingdom.

Shieldhall Riverside Quay is equipped to receive timber cargoes and has five 6 10 ton cranes and ample rail facilities. A large paved area is available and the quay is adjacent to Shieldhall Timber Yard having an area of 11 2 3 acres open and 1 2 3 acres covered storage. At Princess Dock there are 3¼ acres of open and 2 acres of covered timber storage area.

Facilities for slaughtering livestock and cooling, and accommodations for sheep, pigs, and 3,000 cattle are located on a 7-acre area at Merklands Wharf. At Deanside and Braehead, transit depots are situated for handling, sorting and storage of goods and each depot has shed accommodation, extensive railway loading platforms and road, rail and siding facilities. Open storage is available.

Panama Hunting Among the Best

HUNTING IS a sport that is hard work in Panama and some say it takes a special breed of stouthearted man to enjoy it. But like most any job well done, a day in the hills or jungle of this tropical republic returns abundant rewards.

Shotguns are the suggested weapons to use throughout Panama. Rifles are permitted by Panamanian authorities and in very limited areas by Canal Zone authorities but these weapons are frowned on by most hunters. As for permits, the Guardia Nacional (National Guard) issues permits to carry weapons and to hunt for $5 while the Civil Affairs Bureau of the Canal Zone Organization sells hunting licenses for $1. Both must be renewed each year.

The visitor or newcomer to this area should find a knowledgeable companion for the first hunt. In the smaller villages of the interior—away from the cosmopolitan capital of Panama City—it's easy to find a guide

Proudly hefting freshly bagged deer is Leo J. Krziza. Deer are native to Panama where they are hunted all year. Similar to small deer found in Florida, the white tail Panama deer frequently weigh only 75 pounds.

"When do we start," these two dogs seem to be saying as they prepare for the hunt. Good hunting dogs do not guarantee results but they can be a big help.

who for a reasonable charge will show the sportsman where the game is to be found.

No bag limits are set by the Government of Panama though in the Canal Zone there are enforced limits considered generous by many visiting hunters. The variety of game is broad enough to please even the demanding hunter.

Stamina and tolerance to physical discomforts are qualities indispensable for a good day of hunting here. Dousing oneself with insect repellent is imperative and though it permits the hunter to carry on does not grant him complete freedom from mosquitoes and other pests.

It's exhausting sloughing through muddy, partially dried-up swamps where the insects are thick and the leeches numerous. But swamp hunting is often among the most lucrative. For example, the migratory jack-snipe, a table delicacy, is considered a fine sporting bird found in swampy locales. The elusive jack-snipe has tremendous darting speed that makes a man know he earned his kill.

Other migratory fowl hunted in Panama are the blue-winged teal, broadbill, pintail, shovelar, curlew, plover, and yellowlegs. The Canal Zone season for these is from October 1 to February 28. From December 1 to June 30 is the season for the native fowl such as the quichiche and muscovy ducks (pato real), doves, guans, and currasows.

The speedy pigeons, a challenge to anyone's marksmanship, are plentiful in the cool mountain areas in Chiriqui Province at the western portion of the country near Costa Rica. as are quail. Jack-snipe, quail, and duck abound on the plains and lowlands of the rice belt in the central section of Panama.

One of the most popular types of game here is the local white-tail deer. similar to those found in southern Florida. They frequently weigh only 75 pounds but are outstanding for eating and can be found throughout the entire country all year long. It's wise to take dogs along when going for deer but the hunter must set out early in the cool of the day. Otherwise, it gets too hot and dogs lose the scent.

Famed for its luscious taste when properly prepared is the conejo pintado or painted rabbit, which is actually a rodent and seen only at night. A local version of the rabbit family is the ñeque, hunted both day and night. Also there are wild pig, iguana—the large ugly lizard many consider fine eating—raccoon and jaguar.

This shrewd feline weighs as much as 200 pounds, is on the prowl mostly near the jungles but is rangy and can cover 45 miles in a single day. Though the jaguar prefers the regions not populated by humans, one was shot a few months ago near Colon where it had been killing cattle.

A dead tigrillo or small tiger, as it is known by some Panamanian hunters, is shown with Mrs. Ruth Krziza who made the kill.

The Darien jungle to the south toward Colombia is good for game in general and besides the jaguar is the habitat for the puma, ocelot, and numerous other exotic, beautiful—and sometimes dangerous—animals.

Those preferring safari-type hunting expeditions can satisfy this yen by making arrangements with "Jungle Jim" Price, who conducts no-nonsense trips during Panama's dry season—from January to early April.

With a four-day and four-person minimum party of clients, Price provides all transportation from Panama City, food, guides, cooks, skinners, and other miscellaneous items. At least 2 weeks in advance, Price must have the serial number, caliber, manufacturer, and other information concerning shotguns to be brought into the country. He uses this data to make the necessary arrangements with the Panamanian authorities so permits can be obtained and weapons imported without any delay at Customs.

(See p. 22)

SKYDIVERS

(Continued from p. 11)

gracefully glide horizontally as you lose altitude. A good tracker can move forward 1 foot for every 2 feet of descent.

For delays of more than 10 seconds, the skydiver wears an altimeter or stop watch or both to guide him in pulling the ripcord. After improving techniques of back and front loops, figure eights, turns and other maneuvers, the chutist can qualify for "C" and eventually "D," the top rating which allows him to participate in national and international competition.

But for the latter classification, he must have completed 200 jumps, some from altitudes of 1,800 feet. Opening altitude for students is a minimum of 2,500 feet.

With smoke grenades tied to their ankles, skydiving units paint designs that can be seen in space by spectators. Group members exiting at 3-second intervals pass batons from man to man and master other types of relative work requiring split-second timing and coordination.

One of the major objectives in sky diving competition is accuracy in approaching a 9-centimeter disc on which outstanding chutists can score bull's-eyes frequently. Each parachute, depending on design, has its own built-in forward speed its owner knows how to put to use for better scores.

The history of parachuting, according to some, goes back to 14th century China when umbrella-like parachutes were used to descend from the Great Wall. And in 1495, Leonardo da Vinci wrote of a parachute-like apparatus which he said would lower a man safely from any height.

But, as in the fledgling missile field, animals were the first passengers in the early parachutes In 1875, French balloonist J. P. Blanchard dropped a dog in a basket supported by a parachute. And 12 years later another Frenchman, Andre Jacques Garnerin, made the first parachute jump from a balloon 2,000 feet above Paris. His chute was suspended from a balloon gondola in which his brother was riding. The brother cut the canopy loose from the balloon, allowing the parachute to descend. Garnerin, generally recognized as the first parachutist, was followed by others who used similar techniques where the parachutists did not jump out of the balloon basket but cut the balloon loose and descended standing in a gondola.

Gradually, harnesses and other improvements evolved after the late nineteenth century when the parachutist began fastening himself to a harness and jumping out of the basket. Tragedy marred several of the early attempts to improve parachutes.

A German pilot in 1917 is believed to have been the first to use a parachute for an emergency bailout from a plane. But many pilots openly ridiculed parachutes as impractical and for a time the War Department equipped balloonists with parachutes while pilots flew without them.

Static cords were used for early parachutes because it was generally believed that the chutist would lose consciousness and be unable to pull a ripcord while he was falling through space. This theory was later disproved and by the 1930's, skydiving techniques were employed.

Sizes and shapes of canopies were altered for improvements as were jumping techniques and chute packs. Some preferred not to pack the chutes at all but would stand on the wing of the plane while holding the folded chute in their arms. When the plane passed over the target area, the parachutist would throw the chute into the wind and it would whisk him off the wing as it filled with air.

Reckless showmen developed techniques used at air shows held in conjunction with carnivals and circuses. Almost any gimmick that would bring a gasp from the crowd was used. The early daredevils thought up wild stunts to outdo each other. Some favored the cut away method in which the chutist would release one canopy and open a second one, then release the second and open a third. A few lost their lives doing this when they made the last cutaway too low for the chute to open.

The U.S. Army paratroopers were organized in 1940, at Fort Benning, Ga. The French in 1949 developed skydiving as it is known today and they won the first world's sport parachute championship. Americans did not enter international competition until 1956 but they soon gained prominence in this field and have captured a large share of the annual laurels.

Parachuting today is not confined to the military and to the sport parachuting clubs which, incidentally, are made up of people representing a cross section of occupations and professions, including housewives.

Among a multitude of uses, parachuting serves in combating forest fires and in helping air crash and disaster victims cut off from surface aid.

Panama Hunting

(Continued from p. 21)

The Jungle Jim safari starts with a short flight to the Kuna Inn in the San Blas Islands which is used as a base of operations. From there he takes his parties to the hunting area via a powerboat along the rivers of this region. Members of his camp staff go ahead of the main party to build thatch roof sheds for shelters and cooks prepare game taken along the way. Standard fare is also provided for those reluctant to eat what they have killed.

Price emphasizes this is basically jungle hunting that gives the sportsman a chance at a diversified array of game not readily available to a stranger. Animals he says his clients may get shots at include 2 species of tapir weighing an average of 600 pounds, 2 kinds of deer, 3 varieties of turkey, 3 of wild pigeon, 2 of wild pig, and 11 members of the cat family (2 types of jaguar).

If this isn't enough, Price points out that there is alligator spearing at night and some interesting sightseeing among the colorful San Blas Indians.

Travel to the interior of Panama, particularly for extended trips, exposes the hunter to some natural hazards found in jungles and forests in many nations. Commonsense, therefore, must be put to use regarding the consumption of questionable food and water. Plenty of insect spray should be taken along, also a snake-bite kit and immunization agains yellow fever is recommended by some physicians.

Questions of what type of drugs or remedies needed should be directed to a medical doctor.

SHIPPING

Fast Far East Service

THE UNITED STATES LINE represented here by Panama Agencies has increased its service between New York and the Far East by the addition of three new, recordbreaking Challenger-class cargo liners. The three 13,400-ton, 21-knot vessels bring to 12 the number of United States Line's ships on its American Pioneer route and will provide an increase in sailings from 45 to 55 annually compared with the former spread of 27 to 39 voyages a year.

Agents said this increase stepped up a sailing from every 10 days to one every 7 days, or a ship of this line and class in the Canal once a week on the outward voyage and once a week on the homeward voyage. The ships, capable of speeds better than 25 knots, as they have demonstrated on recordbreaking crossings of the North Atlantic, make the run to Manila via the Panama Canal in only 27 days. This is probably the fastest running time to the Philippine Republic by a cargo ship.

Chinese Shipping Group

THE *ORIENTAL ENVOY*, operated by the Orient Overseas Line, an affiliate of the C. Y. Tung Island Navigation Corp., recently passed through the Canal from Yokohama to Philadelphia with a cargo of 20,400 long tons of sugar. The vessel has been strengthened so that she can be loaded in alternate holds and thus is suitable to carry ore as well as grain. She was constructed in three sections with the midbody being built at El Ferrol on the northwest coast of Spain and the forebody and afterbody at Seville in the south.

Wilford & McKay, agents for the line here, report that a number of vessels controlled by the C. Y. Tung group use the Canal. This organization recently added several new ships to its fleet of well over 1 million deadweight tons, making it the largest Asian shipping group, second only to the Japanese.

Swiss Customers

THE SWISS merchant fleet once was as much of a joke as the non-existant Swiss Navy. But not anymore.

The Swiss today have a fleet of 31 vessels with a total tonnage of 267,147 deadweight tons and nearly all of them transit the Panama Canal on an average of every 3 months. According to official figures, the transits by Swiss-flag vessels range from 19 to 22 each quarter of the fiscal year. A recent issue of the Shipping World and Shipbuilder said that 4 of the Swiss merchant ships were built in the late forties, 18 in the fifties, and 9 in the 5 years since 1960. The average age is 9 years. Fourteen of the vessels are 10,000 tons or more. The latest addition to the fleet is the British-built flagship *Romandie* of 32,570 d.w.t., the largest ship in the Swiss fleet at present. It has a Swiss Sulzer 13,800-horsepower engine. Swiss vessels on regular trade routes transport everything from livestock, plants, and minerals to raw materials and finished products.

PANAMA CANAL TRAFFIC STATISTICS FOR THIRD QUARTER FISCAL YEAR 1966

	1966	1965
TRANSITS (Oceangoing Vessels)		
Commercial	2,957	2,824
U.S. Government	162	62
Free	22	20
Total	3,141	2,906
TOLLS*		
Commercial	$17,197,309	$15,746,160
U.S. Government	869,624	380,600
Total	$18,066,933	$16,126,760
CARGO**		
Commercial	20,661,530	18,539,432
U.S. Government	694,404	526,886
Free	124,902	92,914
Total	21,480,836	19,159,232

* Includes tolls on all vessels, oceangoing and small.

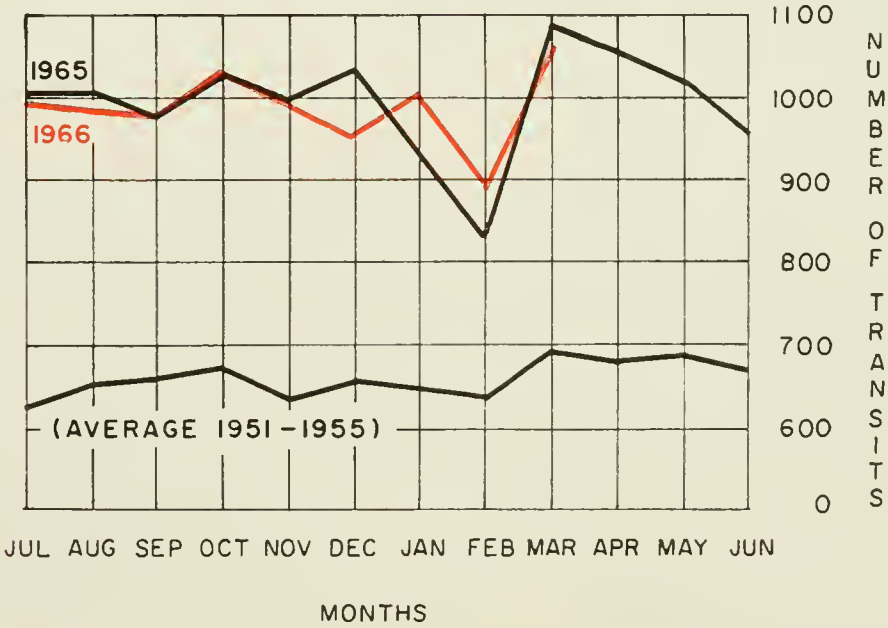
**Cargo figures are in long tons.

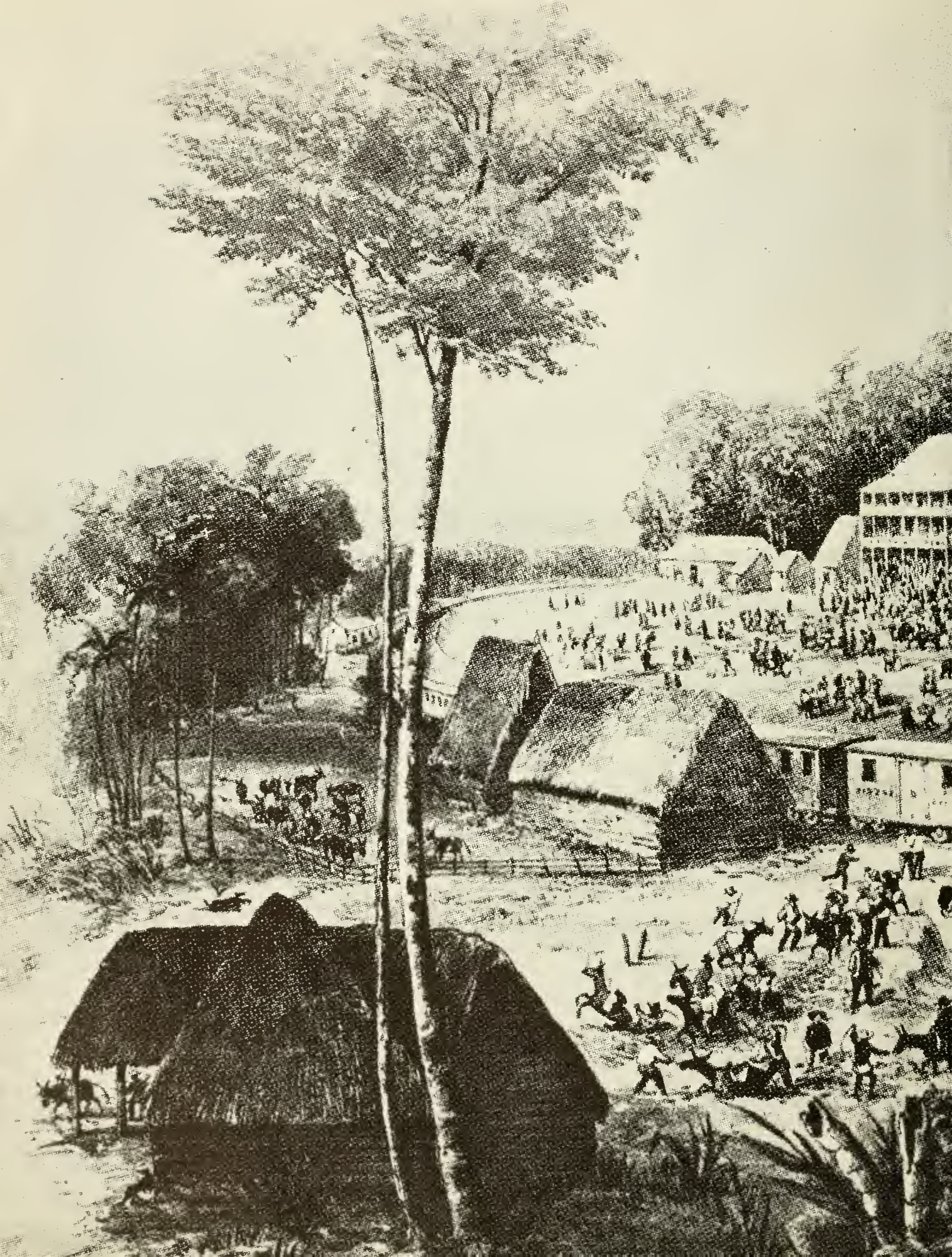
They Get Bigger

THE *TOKYO MARU*, a giant oil tanker of 150,000 deadweight tons, has been added to the list of ships too large for the Panama Canal. She was built in Japan recently at the same yard where the *Idemitsu Maru*, an even larger tanker of 205,000 deadweight tons, is under construction.

Despite her size—1,005 feet in length and a beam of 155 feet—the *Tokyo Maru* is so highly automated that she will need a crew of only 29 men and has so efficient a pumping system that she can discharge cargo in less than 20 hours. The vessel is all welded construction without a single riveted seam due to the use of special high grade steel and the latest welding techniques.

Japan at present is the leading nation both in the registry and building of ships of 100,000 tons deadweight and over, according to a recent survey published by the Maritime Administration of the U.S. Department of Commerce. Japan not only claims 8 of the 16 giant ships now in operation but also built the first giant ship, the *Universe Apollo* of 114,356 d.w.t., and is constructing the largest bulk carrier of its kind (114,000) which will be delivered to National Carriers, Inc., to transport salt and crude oil under the Liberian flag. The total number of very large ships under construction or on order in Japan is 26, of which 10 are scheduled for Japanese registry.





Date Due

Due	Returned	Due	Returned
JUL 31 1992			
AUG 05 1992	AUG 04 1992		

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